

**NEGATIVE DECLARATION
&
INITIAL STUDY**

Evaluating

THE ISSUANCE OF A MAJOR WASTE TIRE FACILITY PERMIT

To

LAKIN TIRE WEST INCORPORATED

August 2007



State of California
CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD

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NEGATIVE DECLARATION

PROJECT: MAJOR WASTE TIRE FACILITY PERMIT FOR LAKIN TIRE WEST, INC.

LEAD AGENCY: California Integrated Waste Management Board

AVAILABILITY OF DOCUMENTS: The Initial Study for this Negative Declaration is available for review at:

- California Environmental Protection Agency Headquarters, 2nd floor, Library
1001 I Street, P.O. Box 4025 MS WC/PLEA 10A-15
Sacramento, California 95812-4025
- California Integrated Waste Management Board Web Page Address
<http://www.ciwmb.ca.gov/Tires/Facilities/Permit.htm> Click on Public Notices
- California Integrated Waste Management Board, LA Office
320 West 4th Street, Suite 670
Los Angeles, CA 90013

PROJECT DESCRIPTION:

The project is to issue a major waste tire facility permit (Facility No. 19-TI-1534, TPID No. 1464957) to Lakin Tire West, Inc. for its facility located at 15055 Spring Avenue, Santa Fe Springs, CA 90670. The major waste tire facility permit will authorize the storage of up to 25,000 waste tires and require those tires to be stored in compliance with the State's waste tire storage and disposal standards and permit conditions intended to minimize potential impacts to public health and safety and the environmental. The approval and issuance of a waste tire facility permit is considered a discretionary decision and is therefore subject to the CEQA. The local planning department considered the storage of tires at this location to be an approved use of the property and did not require a conditional use permit prior to the establishment of the business.

A copy of the Initial Study is attached. Questions or comments regarding this Initial Study/Negative Declaration may be addressed to:

Terry Smith, tsmith@ciwmb.ca.gov
California Integrated Waste Management Board
Waste Compliance & Mitigation Program
Permitting & LEA Support Division
1001 I Street, P.O. Box 4025
Sacramento, CA 95812


Terry Smith
California Integrated Waste Management Board

8-30-07
Date

Pursuant to Section 21082.1 of the California Environmental Quality Act, the California Integrated Waste Management Board (CIWMB) has prepared the Initial Study and Negative Declaration for the proposed project. These documents reflect the independent judgment of CIWMB. CIWMB, as lead agency, also confirms that the project mitigation measures, if any, detailed in these documents are feasible and will be implemented as stated in the Negative Declaration

AVAILABILITY OF DOCUMENTS: The Initial Study for this Negative Declaration is available for review at:

• California Environmental Protection Agency Headquarters, 2nd floor, Library
1901 I Street, P.O. Box 4025 MS WICPLEA 10A-15
Sacramento, California 95812-4025

• California Integrated Waste Management Board Web Page Address:
<http://www.ciwm.ca.gov/ivw/egis/initial.htm> Click on Public Notices

• California Integrated Waste Management Board, LA Office
320 West 4th Street, Suite 670
Los Angeles, CA 90013

Project Description:

The project is to reuse a major waste the facility permit (Facility No. 19-TI-1534, TPIO No. 745-057) to Lakin The West, Inc. for an facility located at 18025 Spring Avenue, Santa Fe Springs, CA 90670. The major waste the facility permit will authorize the storage of up to 35,000 waste tires and require those tires to be stored in compliance with the State's waste the storage and disposal standards and permit conditions intended to minimize potential impacts to public health and safety and the environment. The approval and issuance of a waste the facility permit is considered a discretionary decision and is therefore subject to the CEQA. The local planning department considered the storage of tires at this location to be an approved use of the property and did not require a conditional use permit prior to the establishment of the business.

A copy of the Initial Study is attached. Questions or comments regarding this Initial Study/Negative Declaration may be addressed to:

Terry Smith, Director
California Integrated Waste Management Board
Waste Compliance & Mitigation Program
Permitting & LEA Support Division
1901 I Street, P.O. Box 4025
Sacramento, CA 95812

CHAPTER 1

INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

The Initial Study/Negative Declaration (IS/ND) has been prepared by the California Integrated Waste Management Board, Permitting & LEA Support Division, North Branch Permitting (CIWMB) to evaluate the potential environmental effects of the proposed major waste tire facility, located at 15055 Spring Ave. Santa Fe Springs, Los Angeles County, California. CIWMB has prepared this document in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq.*, and the State CEQA Guidelines, Title 14, California Code of Regulations (CCR) §15000 *et seq.*

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment [CEQA Guidelines §15063(a)]. If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines that there is no substantial evidence in the record indicating a project may have a significant effect on the environment, the agency may prepare a Negative Declaration instead of an EIR [CEQA Guidelines §15070]. The lead agency prepares a written statement describing the reasons a proposed project would not have a significant effect on the environment and, therefore, why an EIR need not be prepared. This IS/ND conforms to the content requirements under CEQA Guidelines §15070.

1.2 LEAD AGENCY

The lead agency is the public agency with primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), "the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is the CIWMB. The contact person for the lead agency is:

Terry Smith (916) 341-6427 tsmith@ciwmb.ca.gov
California Integrated Waste Management Board
1001 I Street, P.O. Box 4025
Sacramento, CA 95812

1.3 PURPOSE FOR THE PROJECT AND DOCUMENT ORGANIZATION

The purpose of this document is to evaluate the potential environmental effects of issuing a major waste tire facility permit authorizing waste tire storage at 15055 Spring Ave., Santa Fe Springs. Conditions associated with the waste tire facility permit approval process and permit issuance will eliminate or reduce any potentially significant impacts to a less-than-significant level.

This document is organized as follows:

- Chapter 1 - Introduction.
This chapter provides an introduction to the project and describes the purpose and organization of this document.
- Chapter 2 - Project Description.
This chapter describes the reasons for the project, scope of the project, and project objectives.
- Chapter 3 - Environmental Setting, Impacts, and Evaluations.
This chapter identifies and evaluates the potential environmental impacts identified in the CEQA Environmental (Initial Study) Checklist. The conditions of project approval will reduce any potentially significant impacts to a less-than-significant level.
- Chapter 4 - Mandatory Findings of Significance
This chapter identifies and summarizes the overall significance of any potential impacts to natural and cultural resources, cumulative impacts, and impact to humans, as identified in the Initial Study.

1.4 SUMMARY OF FINDINGS

Chapter 3 of this document contains the Environmental Assessment and Analysis, which is commonly referred to as the Environmental (Initial Study) Checklist. The Initial Study identifies the potential environmental impacts (by environmental issue) and a brief discussion of each impact. Based on the IS and supporting environmental analysis provided in this document, the approval and issuance of the proposed major waste tire facility permit would result in less-than-significant or no impacts for the following issues: aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems.

In accordance with the CEQA Guidelines, a ND should be prepared if the proposed project will not have a significant effect on the environment. Based on the available evidence in the record and the environmental analysis presented in this document, there is no substantial evidence that, with conditions of project approval, i.e. compliance with waste tire facility permit requirements, the proposed project would have a significant effect on the environment. Therefore, it is proposed that a Negative Declaration be adopted in accordance with the CEQA Guidelines.

CHAPTER 2

PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study/Negative Declaration (IS/ND) evaluates potential environmental impacts associated with waste tire storage and the issuance of a major waste tire facility permit. Lakin Tire West, Inc. proposes to store waste tires inside a 19,000 square foot building, or in locked, road transportable truck trailers in the parking lot, at 15055 Spring Ave., Santa Fe Springs, Los Angeles County, California. Approval of the proposed project would authorize Lakin Tire West, Inc. to store up to 25,000 waste tires at the above location and require the storage of those tires to comply with the terms and conditions of the major waste tire facility permit and the applicable State's Waste Tire Storage and Disposal standards (see Title 14, California Code of Regulations, §17356 Indoor Storage).

Lakin Tire West, Inc. (Lakin Tire) is one of the largest waste tire recycling operations in California. They have been processing used and waste tires in southern California since the early 1970s. Their operations consist of collecting waste tires from various customers located throughout the state and transporting those tires to Lakin Tire's main tire storage and processing facility located at 15305 Spring Ave., Santa Fe Springs. Lakin Tire already has a major waste tire facility permit for their main facility that allows the storage of up to 150,000 waste tires. The main facility accepts both passenger and light truck tires. Tires arriving at the facility are first unloaded from the truck trailers and then sorted and graded. The good used tires are prepared for resale. Truck loads of good used tires are shipped out to tire dealers daily. Once a tire is determined to be a scrap tire that is no longer road worthy it is immediately loaded into a shredder feed system or loaded whole into trailers. The shredder is capable of producing various sizes of tire material. The shredded/sized tire pieces drop off of conveyor belts directly into truck trailers that when fully loaded are transported to a variety of facility types including landfills, crumb rubber processors, cement kilns (whole tire and 2"), cogeneration plants, and to tire derived aggregate (TDA) construction sites.

The operator's new proposal, and the focus of this IS/ND, is to store up to 25,000 waste tires in the building located at 15055 Spring Ave., Santa Fe Springs. This building is adjacent to Lakin Tire's main facility. The new storage location will work in conjunction with the main facility and will allow Lakin Tire to increase their used tire inventory. Selected grades of good used tires will be taken to the new/proposed facility, stacked on pallets and stored until the tires are sold. In addition, Lakin may relocate their manufacturer's adjustment processing program to the new building. Lakin Tire is currently upgrading the sprinkler system in the Lakin Tire West, Inc., Building #2 facility to meet the National Fire Protection Association (NFPA) standards.

Good used tires that are stacked and racked in a manner to allow the individual inspection of each tire and that meet all the tire storage standards are not considered waste tires pursuant to State Law, Public Resources Code section 42806.5. Since Lakin Tire's storage methods do not allow for individual tire inspection, their good used tire inventory is required to be counted as waste tires. Anyone that stores 5,000 or

more tires is required to obtain a major waste tire facility permit, pursuant to Public Resources Code section 42824.

2.2 PROJECT LOCATION

The project site is located in a fully developed industrial area, at 15055 Spring Avenue within the City of Santa Fe Springs. Surrounding property uses are zoned industrial and include a trucking company, J. Diaz Trucking, to the north, a picture frame manufacturer, Ten Plus, to the east and, the existing Lakin facility to the south. To the west is a canned food distribution company, C. Pacific Foods. All of these businesses are considered industrial uses of the property and are compatible with the proposed project. The nearest sensitive receptor is a residence that is one half mile to the north west of the facility.

2.3 BACKGROUND AND NEED FOR THE PROJECT

California generates up to 40 million waste tires a year. Potential fires and vector harborage associated with improperly stored waste tires throughout the state prompted California Legislators to create a waste tire management program to promote the reuse, recycling and environmentally safe beneficial use of waste tires to reduce the threat of illegal tire piles. Tire recycling and re-use is an important part of the CIWMB's effort to manage the numerous amounts of waste tires that are generated throughout the state. Sizing tires to be used in rubberized asphalt, tire derived aggregate, molded rubber products, and for other beneficial purposes not only saves valuable landfill space but also helps to reduce illegal and improper waste tire storage. Another important aspect of waste tire management is CIWMB's Waste Tire Enforcement Program. This program, among other things, requires waste tire storage facilities to obtain a Waste Tire Facility Permit and meet the State's Waste Tire Storage Standards.

2.4 PROJECT OBJECTIVES

The project objective is to issue a major waste tire facility permit to the operator that will require tire storage at the new facility to be in compliance with the tire storage and disposal standards. Major waste tire facilities are required to be inspected at least once a year to insure that the operations maintain compliance with the waste tire storage standards and permit conditions.

2.5 PROJECT DESCRIPTION

The project is to approve and issue a major waste tire facility permit, which is considered a discretionary decision, requiring regulatory oversight and applicable local approvals. The permit will allow up to 25,000 waste tires to be stored on-site and will require those tires to be stored in a manner consistent with specific terms and conditions of the permit as well as the indoor tire storage standards, Title 14, California Code of Regulations, section 17356.

2.6 CONSISTENCY WITH LOCAL PLANS AND POLICIES

The local planning designation for the project area is Industrial Use. The City of Santa Fe Springs zoning designation for the project location is Manufacturing/Industrial. The proposed tire recycling facility is considered an approved use of the property and is consistent with the City's General Plan. The City Planners did not require a special use permit for this facility because they determined that the proposed tire storage operation is an acceptable and appropriate use of the industrial zone.

2.9 DISCRETIONARY APPROVAL

The approval and issuance of the major waste tire facility permit is a discretionary approval, and as such, is considered a project under the CEQA Guidelines. Staff is not aware of any other discretionary approvals that are associated with this proposed project.

CHAPTER 3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: Approval of a major waste tire facility permit for Lakin Tire West, Inc., Facility No. 19-TI-1534, TPID No. 1464957
2. Lead Agency Name & Address: California Integrated Waste Management Board
1001 I Street, P.O. Box 4025
Sacramento, CA 95812
3. Contact Person Information: Terry Smith (916) 341-6427; tsmith@ciwmb.ca.gov
4. Project Location: 15055 Spring Ave., Santa Fe Springs, CA
5. Project Applicant Name & Address: Randal S. Roth, Vice President
Lakin Tire West Inc.
15305 Spring Ave.
Santa Fe Springs, CA 90670
6. General Plan Designation: Heavy Manufacturing/Industrial
7. Zoning: Heavy Manufacturing/Industrial
8. Description of Project:

The project is to issue a major waste tire facility permit (Facility No. 19-TI-1534, TPID No. 1464957) to Lakin Tire West, Incorporated for its facility located at 15055 Spring Ave., Santa Fe Springs, CA 90670. The issuance of this permit is considered a discretionary decision and is therefore subject to CEQA. The proposed major waste tire facility permit authorizes storage of up to 25,000 waste tires and requires the storage of those tires to be consistent with waste tire storage and disposal standards and permit conditions set forth to minimize any potential impacts to public health and safety and the environment.
9. Surrounding Land Uses & Setting: Heavy Manufacturing/Industrial
10. Approval Required from Other Public Agency: None.

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | <input checked="" type="checkbox"/> None |

DETERMINATION

On the basis of this initial evaluation:


I find that the proposed project **WILL NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared. ☒

I find that, although the original scope of the proposed project **COULD** have had a significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

I find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents. ☐

I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required. ☐


Terry Smith
CIWMB Permitting Staff Contact

8-30-07
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers, except "No Impact", that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to the project being evaluated (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on general or project-specific factors (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must consider the whole of the project-related effects, both direct and indirect, including off-site, cumulative, construction, and operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether that impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate when there is sufficient evidence that a substantial or potentially substantial adverse change may occur in any of the physical conditions within the area affected by the project that cannot be mitigated below a level of significance. If there are one or more "Potentially Significant Impact" entries, an Environmental Impact Report (EIR) is required.
4. A "Mitigated Negative Declaration" (Negative Declaration: Less Than Significant with Mitigation Incorporated) applies where the incorporation of mitigation measures, prior to declaration of project approval, has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact with Mitigation." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR (including a General Plan) or Negative Declaration [CCR, Guidelines for the Implementation of CEQA, § 15063(c)(3)(D)]. References to an earlier analysis should:
 - a) Identify the earlier analysis and state where it is available for review.
 - b) Indicate which effects from the environmental checklist were adequately analyzed in the earlier document, pursuant to applicable legal standards, and whether these effects were adequately addressed by mitigation measures included in that analysis.
 - c) Describe the mitigation measures in this document that were incorporated or refined from the earlier document and indicate to what extent they address site-specific conditions for this project.
6. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist or appendix (e.g., general plans, zoning ordinances, biological assessments). Reference to a previously prepared or outside document should include an indication of the page or pages where the statement is substantiated.
7. A source list should be appended to this document. Sources used or individuals contacted should be listed in the source list and cited in the discussion.
8. Explanation(s) of each issue should identify:
 - a) The criteria or threshold, if any, used to evaluate the significance of the impact addressed by each question; **and**
 - b) The mitigation measures, if any, prescribed to reduce the impact below the level of significance.

ENVIRONMENTAL ISSUES

I. AESTHETICS.

ENVIRONMENTAL SETTING

WOULD THE PROJECT:	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

Evaluation: The Lakin Tire West Incorporated Building #2 facility is located in an area designated, in the City of Santa Fe Springs General Plan, for Industrial uses and the facility is representative of the character of the surrounding facilities within this zone. No new buildings or structures are planned or proposed at this site. The Santa Fe Springs Planning Department determined that a special use permit was not necessary for this project because the proposed tire storage facility operations are consistent with the General Plan; the zoning designation; and the surrounding land use.

II. AGRICULTURAL RESOURCES.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model for use in assessing impacts on agricultural and farmland.

DISCUSSION

Evaluation: The area in which the Lakin Tire West Incorporated building #2 facility is located is fully developed and designated for Heavy Manufacturing and industrial use. This project will not have any impact on agricultural resources.

III. AIR QUALITY.

ENVIRONMENTAL SETTING

WOULD THE PROJECT*:	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Conflict with or obstruct implementation of the applicable air quality plan or regulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations (e.g., children, the elderly, individuals with compromised respiratory or immune systems)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make these determinations.

DISCUSSION

Tire Storage: Whole waste tires or waste tire equivalents (tires that are no longer whole) under normal circumstances are considered inert materials that do not produce particulate matter or gases; therefore, impacts from the storage of waste tires in a manner consistent with the waste tire storage and disposal standards are not considered a significant threat to Air Quality.

Tire Fire: There is a potential air quality impact if the tires were to catch fire at this facility. However, the Lakin Tire West, Inc. Building #2 facility has design and operational features that reduce the chances of fires to a less than significant level. Prior to obtaining a major waste tire facility permit the operator is required to meet the indoor storage standards designed by the National Fire Protection Association specifically for the storage of rubber tires. Should a fire actually occur, the sprinkler system, the operator's emergency response plans (see Emergency Response Plan, Operation Plan), and the quick fire department response time (fire department located 1 mile from the facility) will serve to minimize the negative effects of any potential fire.

Vehicle Emissions: Employee vehicles and vehicles transporting tires into and out of facility is an air emission source.

The proposed project will not increase the traffic above existing levels. The operator will employ the same number of people and the truck trips associated with bringing tires into and

out of the facility will be less than when the previous business occupied the property. The total vehicle trips will greatly decrease when the operator is processing tires because transporting the tires will require less truck trips. This new facility will replace a parking facility that is on the opposite side of the I-5 freeway. Moving to this location, which is closer proximity to Lakin Tire's main facility, will dramatically reduce Lakin's use of local roads and overpasses in and around the surrounding area.

Findings: For the reasons noted above, potential impacts to Air Quality as described in Subsections a), b), c), d), & e) are found to have less than significant impacts.

IV. BIOLOGICAL RESOURCES.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a sensitive, candidate, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

Evaluation: The Lakin Tire West Incorporated building #2 facility is located in a fully developed industrial area that does not support native or indigenous flora or fauna habitat.

V. CULTURAL RESOURCES.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Cause a substantial adverse change in the significance of a historical resource, as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The Lakin Tire West Incorporated building #2 facility is 100% developed and the project does not include plans for excavation, construction, or design changes.

VI. GEOLOGY AND SOILS.

ENVIRONMENTAL SETTING

WOULD THE PROJECT:	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems, where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The potential for ground rupture due to fault movement in the area is low. This project does not propose any new structural development and therefore would not be required to prepare a Geologic and Soils Report. Buildings that exist have been designed to conform to the uniform building code to minimize impacts due to earth movement.

VII. HAZARDS AND HAZARDOUS MATERIALS.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials, substances, or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites, compiled pursuant to Government Code §65962.5, and, as a result, create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located in the vicinity of a private airstrip? If so, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death from wildland fires, including areas where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

Evaluation: Waste tires are considered inert materials when they are properly stored, in a manner consistent with the waste tire storage and disposal standards, they are not considered to be a significant health hazard or source of hazardous substance release.

Vector Control: Improperly stored waste tires can collect water and provide habitat for mosquitoes. The tires at the Lakin Tire, Inc., Building #2, facility will be stored indoors so mosquitoes or other insect propagation with potential to create a health hazard will be minimal.

Potential Fires: Potential fires associated with improperly stored waste tires have the potential to release volatile organic chemical compounds. Many of the compounds can cause respiratory problems, and some are carcinogenic. Suspended particulate matter (PM10) in the smoke could present potential health hazards. The soot and ash from tire fires can also present potential impacts from the release of hazardous substances.

The pyrolytic oil that is produced from the burning tires or by fire suppressant materials used to control and extinguish the fire could pose as a significant hazard. According to the State Fire Marshall Instructor Guide for Fire Prevention and Fire Suppression of Scrap Tire Piles, tire fires can result in ash residue with hazardous levels of zinc, lead and other heavy metals, acenaphthene, naphthalene, penathrene, and polynuclear hydrocarbons. Many of these compounds are potential carcinogens.

Impacts from tire fires are typically the result of accidental or intentional fires at unregulated tire piles that do not have site security. Impacts from tire fires are exacerbated by the lack or inadequacy of fire prevention and suppression plans and equipment and the lack of the proper fire lanes, separation between tire piles and limitations on tire pile size.

The Indoor Storage Standards 14 CCR 17356, require the indoor tire storage plans to meet or exceed the "Standard for Storage of Rubber Tires," National Fire Protection Association (NFPA) 231D-1989 Standards. Lakin Tire has installed a commercial grade sprinkler system in the building that meets the waste tire storage standards designed for indoor tire storage, pursuant to 14 CCR 17346. The operator has submitted confirmation from the City of Santa Fe Springs Fire Department, Fire Prevention Division that the sprinkler system meets the State standards.

The Lakin Tire West, Inc. Building #2 facility will be monitored for fire 24 hours per day with surveillance cameras. Should a fire occur, the operator's plan is to attack the fire with equipment at hand and call the fire department (see Emergency Response Plan, Appendix B). The operator will use liquid containment sleeves (if necessary) to collect and retain any potential oil and water generated by a potential fire and/or suppression efforts. Any effluent retained on-site after such an event would be transported and disposed at the proper treatment facility, as directed by the Santa Fe Springs Fire Department.

Findings: For the reasons discussed above, potential hazardous impacts as described in Subsections a through h are found to be less than significant. Impacts from tire fires are typically the result of accidental or intentional fires at facility's that are not abiding by state standards specifically designed for tire storage.

VIII. HYDROLOGY AND WATER QUALITY.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

Evaluation: Waste tire storage in and of itself does not pose any significant impact to Water Quality. Waste tires are considered inert materials, which are not a source of soluble pollutants or leachate in precipitation run-off events under normal circumstances.

However, if tires were to catch fire surface water and ground water could be contaminated by pyrolytic oil that is produced from burning tires or by fire suppressant materials used to control and extinguish the fire. See discussion under section VII.HAZARDS AND HAZARDOUS MATERIALS for details.

The Lakin Tire West, Inc. Building #2 facility will be monitored for fire 24 hours per day. Should a fire occur, the operator's plan is to attack the fire with equipment at hand and call the fire department (see Emergency Response Plan, Appendix B). The operator will use liquid containment sleeves (if necessary) to collect and retain any potential oil and water generated by a potential fire and/or suppression efforts. Any effluent retained on-site after such an event would be transported and disposed of at the proper treatment facility, as directed by the local fire department.

Findings: Potential impacts from fires are minimized by project design and permit associated requirements. Because fire prevention and fire control standards are conditions of project approval, potential impacts to Water Quality as described in Sections a) through j) are found to be less than significant.

IX. LAND USE AND PLANNING.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with the applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The Lakin Tire West Incorporated Building #2 facility is located on land that is fully developed and zoned for Heavy Manufacturing use in the City of Santa Fe Springs General Plan. The proposed waste tire storage facility is consistent with the General Plan, local zoning designation, and surrounding land uses. The project will not increase the existing work force at the facility so there will not be a need to expand existing housing as a result of project approval.

X. MINERAL RESOURCES.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Result in the loss of availability of a known mineral resource that is or would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The Lakin Tire West Incorporated Building #2 facility is located in a fully developed area that is consistent with the Santa Fe Springs General Plan. There are no plans for excavation or mining activities at this location. Therefore, the project will not result in the consumption of mineral resources.

XI. NOISE.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Generate or expose people to noise levels in excess of standards established in a local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generate or expose people to excessive groundborne vibrations or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the vicinity of the project (above levels without the project)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project, in excess of noise levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be in the vicinity of a private airstrip? If so, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The Lakin Tire West Incorporated Building #2 facility will be used to store tires. The only noise produced will be from trucks dropping off and picking up tires. This facility is located in an industrial zone and surround by industrial uses. Any noise that may be associated with the tire storage facility is not expected to have a measurable impact on the surrounding community. The nearest sensitive receptor/residence is approximately 1/2 of a mile north west of the Lakin Tire West Incorporated building #2 facility.

The new facility will store used tire inventory and adjustment inventory/processing. Both operations use only forklifts and no machinery that would cause noise. The previous occupant ran some small machinery and forklifts. The Lakin operation will be less noisy than the previous operations.

XII. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The proposed project is not the type of operation, which would require any increase in the existing employable workforce; therefore the project will not intensify the residential density within the project area. The proposed project will not contribute to or induce local growth. The project will not displace housing, as the tires will be stored in an existing facility and there are no plans to expand the facility or the number of employees that work at the facility. The new Lakin operation will have fewer employees than the previous building occupant.

XIII. PUBLIC SERVICES.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Result in significant environmental impacts from construction associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The proposed project will not require additional infrastructure (fire, police, schools, parks, etc.) to support a substantial increase in the population. The operator has been operating in the same location for seven years and will not increase or decrease the existing service needs as a result of project approval. In the event of a fire at the facility, access is provided to emergency vehicles and personnel, as required by 14 CCR 17352(e).

XIV. RECREATION.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The proposed project will not increase the area's population and will not create a need for additional recreational facilities. The project will utilize existing staff and does not include plans for new construction or any other activity that would increase the use or require the construction or expansion of recreational facilities.

XV. TRANSPORTATION/TRAFFIC.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Cause a substantial increase in traffic, in relation to existing traffic and the capacity of the street system (i.e., a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Contain a design feature (e.g., sharp curves or a dangerous intersection) or incompatible uses (e.g., farm equipment) that would substantially increase hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

Approval of this project will not increase traffic in the area. Lakin Tire will utilize existing personnel from its facility located next door to the project proposal. The number of vehicle trips to and from the area will decrease with project approval because the vehicle trips that were associated with the previous business have been eliminated and the project under evaluation will not add any new vehicle trips. Therefore, project approval will not have a negative impact on area traffic.

XVI. UTILITIES AND SERVICE SYSTEMS.

ENVIRONMENTAL SETTING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Exceed wastewater treatment restrictions or standards of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination, by the wastewater treatment provider that serves or may serve the project, that it has adequate capacity to service the project's anticipated demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations as they relate to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The proposed project will not require additional infrastructure of utilities or services. The operator is using existing infrastructure. The employee level will remain the same. The only construction was to upgrade the building's automatic fire sprinkler system. Therefore, there will not be an increase in service needs above and beyond the existing demand. Furthermore, with the tire recycling comes the requirement for the operator to obtain a waste tire facility permit which requires the compliance and approval of applicable local authorities and adherence to the State's Waste Tire Storage Standards.

CHAPTER 4

MANDATORY FINDINGS OF SIGNIFICANCE

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have the potential to eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects, and probably future projects?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have environmental effects that will cause substantial adverse effects on humans, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

All tires are received, processed and stored inside a modern sprinkled concrete industrial building.. Onsite equipment includes forklifts, fire hoses, and 24-hour fire protection monitoring.

III. OUTDOOR STORAGE REQUIREMENTS CON'T

A. FIRE PREVENTION MEASURES CON'T - §17351

Water Supply (indicate flow in gallons per minute or containment capacities in gallons):

☐ Hydrant/Capacity:

☐ Water Tank/Capacity:

☐ Well/Capacity:

☐ Other, explain:

☐ Local fire authority agreement/approval (attach)

B. FACILITY ACCESS AND SITE SECURITY - §17352

Attendant Present?

☐ Yes ☐ No

If Yes, days/hours present:

Access Control:

☐ Perimeter Fencing

☐ Locked Gates

☐ Other, describe:

Is there access to the site for emergency vehicles?

☐ Yes ☐ No

If No, explain:

C. VECTOR CONTROL MEASURES - §17353

☐ Vector Control Plan approved/certified by (attach):

☐ Local Environmental Health Department

☐ Mosquito Abatement District

☐ Other, specify:

☐ Describe type of cover(s) or impermeable barrier(s) if utilized for vector control:

☐ Other vector control measures, explain:

D. STORAGE OF WASTE TIRES - §17354

Provide the number of waste tire storage units (existing and/or proposed) and the dimensions of each. Indicate locations, by pile number, with distances from structures and property boundaries on site map (attach additional pages if necessary).

Pile #	Dimension (L × W × H)	Cubic Feet	Existing (E) or Proposed (P)

III. OUTDOOR STORAGE REQUIREMENTS CON'T

D. STORAGE OF WASTE TIRES CON'T - § 17354

Do any waste tire storage units exceed 10 feet in height?

☐ No

☐ Yes (attach fire authority approved requirements)

If Yes, explain:

Do any waste tire storage units exceed 5,000 sq. ft. in area?

☐ No

☐ Yes (attach fire authority approved requirements)

If Yes, explain:

Do any waste tire storage units within 20 feet of a property line exceed 6 feet in height?

☐ No

☐ Yes (attach fire authority approved requirements)

If Yes, explain:

Are waste tires stored less than 10 feet from the property line?

☐ No

☐ Yes (attach fire authority approved requirements)

If Yes, explain:

Are waste tires stored less than 40 feet from vegetation or other flammable materials?

☐ No

☐ Yes (attach fire authority approved requirements)

If Yes, explain:

III. OUTDOOR STORAGE REQUIREMENTS CON'T	
D. STORAGE OF WASTE TIRES CON'T - §17354	
Are fire lanes between adjacent waste tire storage units and between waste tire storage units and structures that are located either on-site or off-site less than the minimum width specified in §17354?	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes	(attach fire authority approved requirements)
If Yes, explain:	
Describe how surface water drainage will be diverted around and away from the waste tire storage area. Describe and/or indicate on appropriate map (may be included on map required under Part V. Map Requirements on Page 5).	
Describe how any nearby bodies of water will be protected from water or pyrolytic oil runoff in the event of a tire fire. Describe and/or indicate on appropriate map (may be included on map required under Part V. Map Requirements on Page 5).	
Are there grades or other physical features that would interfere with fire fighting equipment or personnel?	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes	(existing facility – attach fire authority approved requirements) (new facility – see §17354(f)(2))
If Yes, explain:	
If this Operation Plan is for a new waste tire facility, will it be sited in an area subject to immersion in water during a 100-year storm?	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes	
If Yes, explain (i.e., how the facility will be designed and operated so as to prevent waste tires from migrating off-site):	

IV. INDOOR STORAGE

INDOOR STORAGE REQUIREMENTS - §17356


- ☒ Meets NFPA 231D Standards (attach verification)
- ☐ Alternative standards approved by the local fire authority (attach approval)

V. MAP REQUIREMENTS (Minor facilities provide items a and b, Major facilities provide items a through f):

- a. General area location, with additional larger scale if needed to show proximity to nearest town, city, or major highway.
- b. Plot plan of site, drawn to scale, which shows:
1. Legal boundaries for which title or leasehold is held (attach copy of lease agreement for property, if applicable);
 2. All buildings or structures on-site, indicating use; all other structures within 200 feet of site boundary;
 3. Site access including road or street names;
 4. Location of fences, gates, and other access control measures; and
 5. Dimensions of existing and planned tire storage units, fire lanes, fire breaks.
- c. Site topography, including:
1. Drainage swales, ditches, berms, surface waters, wetlands, 100 year floodplain boundary, and other drainage features;
 2. Wooded areas; and
 3. Other appropriate physical features.
- d. Loading, unloading, salvage, and processing areas.
- e. Locations of fire hydrants or wells for fire fighting water supply; indicate flow capacities of hydrants, mains, and wells.
- f. Site surface material, e.g., asphalt, gravel, compacted earth, etc.

VI. OPERATOR CERTIFICATION

I certify that this document and all attachments were prepared under my direction or supervision. I have inquired of the persons directly responsible for gathering the information, and certify that the information submitted is, to the best of my knowledge and belief, true, accurate and complete.

Operator Signature:			
Typed Name & Title:	Randal S. Roth	Date:	July 31, 2007

Emergency Response Plan, CIWMB Form 503

State of California
CIWMB 503 (Rev. 9/02)

California Integrated Waste
Management Board

WASTE TIRE FACILITY EMERGENCY RESPONSE PLAN

I. GENERAL INFORMATION (please print or type)								SWIS #:		
Facility Name:		Lakin Tire West Incorporated building #2								
Facility Mailing Address:		15055 Spring Ave								
City:	Santa Fe Springs	County:	Los Angeles	State:	CA	Zip:	90670	Phone:	562-802-2752	
Facility Operator's Name:		Lakin Tire West								
Mailing Address:		15305 Spring Ave								
City:	Santa Fe Springs	County:	Los Angeles	State:	CA	Zip:	90670	Phone:	562-802-2752	
Property Owner's Name (if different from operator):		Tomy Drissi and GlennStahmer								
Mailing Address:		7355 E. Slauson								
City:	Commerce	County:	Los Angeles	State:	CA	Zip:	90040	Phone:	323-838-4300	

II. EMERGENCY CONTACT LIST		
List the names and telephone numbers of the persons and appropriate agencies to be contacted in case of emergency:		
	Name	Phone
Facility Owner:	Glenn Stahmer	323-383-4300
Facility Operator:	Lakin Tire West	562-802-2752
Local Fire Authority:	City of Santa Fe Springs	562-944-9713
Local Environmental Health Dept:	City Of Santa Fe Springs	562-868-0511
Regional Water Quality Control Board:	La County	213-266-7500
Any additional numbers that may be needed:	Randy Roth	310-251-9251

III. EQUIPMENT			
Emergency Response Equipment Available:			
<input checked="" type="checkbox"/> 1. Minimum equipment required:			
<input checked="" type="checkbox"/> One, dry chemical fire extinguisher	Weight:	20 lbs.	
<input checked="" type="checkbox"/> One, 2½ gallon water extinguisher			
<input checked="" type="checkbox"/> One, pike pole at least 10 feet in length			
<input checked="" type="checkbox"/> One round point and one square point shovel			
OR			
<input type="checkbox"/> 2. Equipment in lieu of the list above (attach fire authority approved requirements):			

IV. EMERGENCY RESPONSE PROCEDURES

Describe the procedures that should be followed in the event of a fire, including procedures to contain and dispose of any pyrolytic oil generated by the combustion of tires and any water used to fight the fire:

The facility is monitored for fire 24 hours per day. Automatic fire sprinkler system also monitored 24 hours per day. The building is equipped with internal draft curtains and automatic smoke hatches. We will use liquid containment sleeves to collect any oil and use a third party to remove and process.

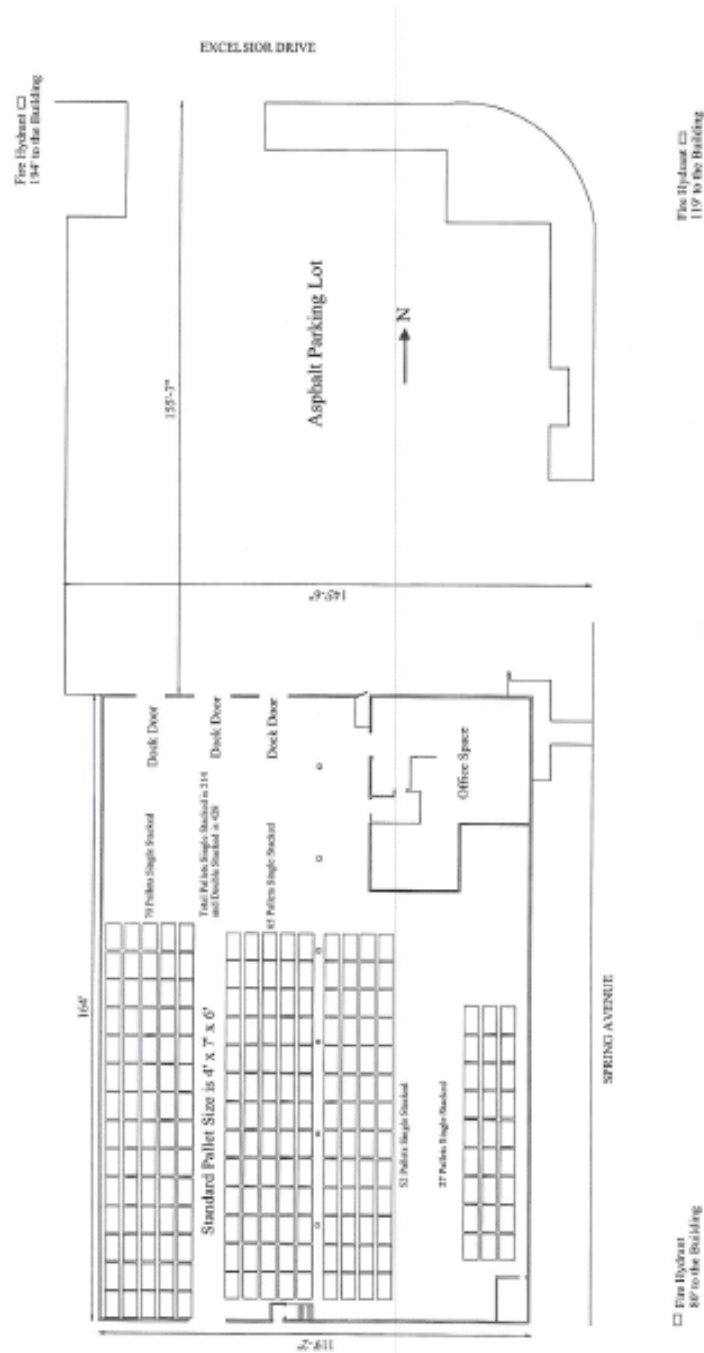
Fire department less than 1 mile away.

Our plan approved by local FD in the event of fire:

- Immediately cease operations and direct all non emergency personnel out of the building. We would follow our prescribed and practiced fire drill and exit procedures making sure that all personnel are accounted for and out of the building.
- We would immediately contact the local fire department for truck dispatch. Fire House is less than 1 mile from plant taking all paved roads.
- Attack the fire aggressively with trained personnel using on site fire hoses and extinguishers.
- Remove and separate fuel sources with on site fork lifts and pick poles.
- Use on site liquid containment sleeves to direct any runoff to containment area for collection and treatment.
- Follow all Fire Department instructions once they are on site and fully in control of all fire fighting efforts.
- Stay out of the way and assist as requested by Santa Fe Springs FD.

According to our discussions with SFSPGS FD Lakin personnel are to fight the fire only until then FD arrives at which time they will conduct ALL fire fighting activities.

APPENDIX C SITE PLOT PLAN



APPENDIX D
LOCAL FIRE APPROVAL



11300 Greenstone Ave. • CA • 90670-4619 • (562) 944-9713 • Fax (562) 941-1817 • www.santafesprings.org

20 June 2007

California Integrated Waste Management Board
1001 I Street
Post Office Box 4025
Sacramento Ca., 95812-4025

Subject: Major Waste Tire Facility Permit Fire Clearance

Mr. Smith;

On 7 June 2007, the Lakin Tire facility located at ~~15055 Spring Street~~ in the City of Santa Fe Springs was inspected. As a result of the inspection, fire code violations were not observed, and the facility is in compliance with all aspects of the California Fire Code.

If you have any further questions, please feel free to contact me at your convenience

Sincerely
Alex Rodriguez, Fire Chief

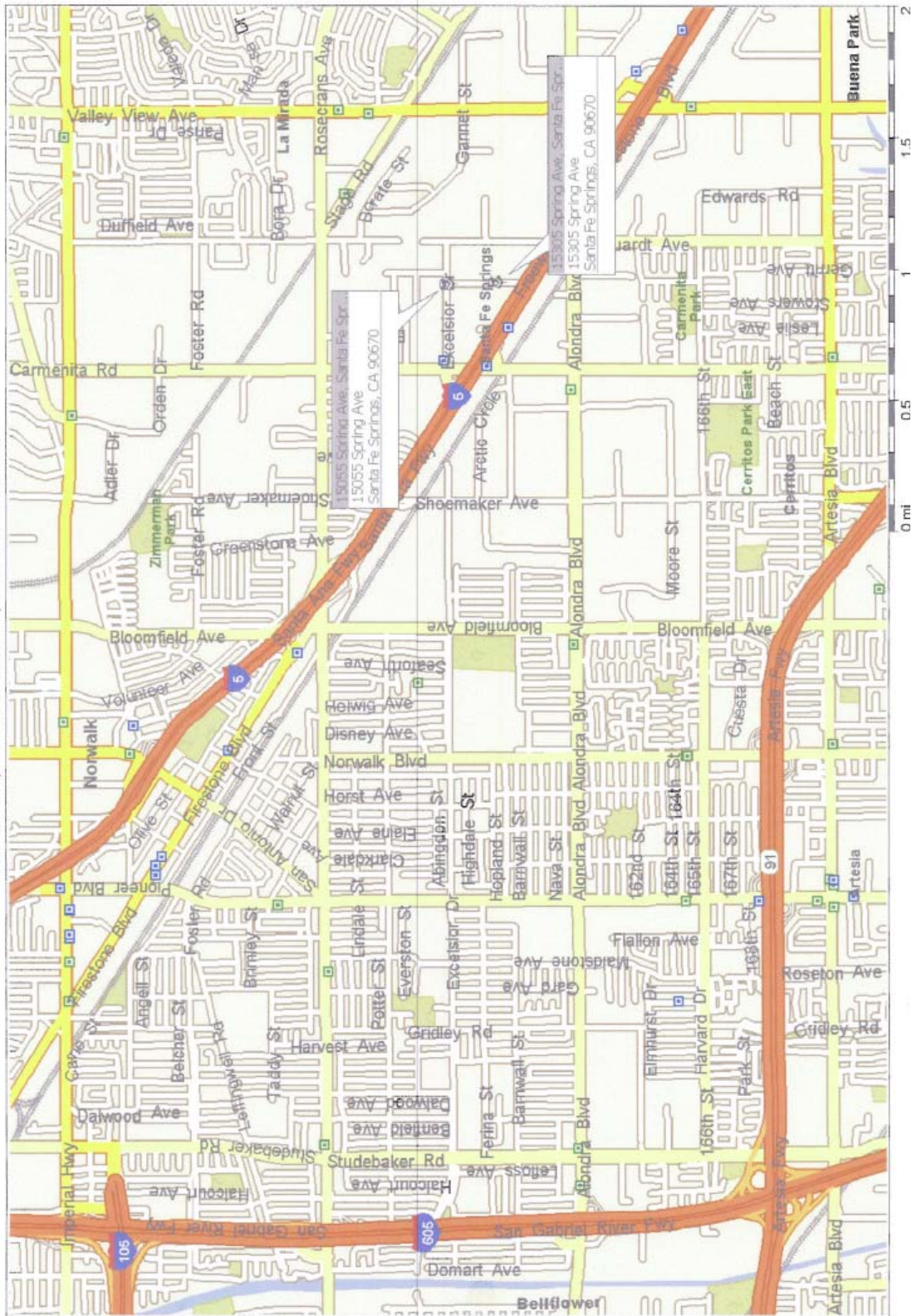


William F. "Bil" Murphy
Fire Marshal

APPENDIX E

LOCATION MAP

California, United States, North America



PROPOSED MINOR WASTE TIRE FACILITY PERMIT

<h2 style="margin: 0;">WASTE TIRE FACILITY PERMIT</h2>		Facility/Permit Number: 19-TI-1534 TPID # 1464957																
1. Name & Street Address of Facility: Lakin Tire West, Inc., Building #2 15055 Spring Ave. Santa Fe Springs, CA 90670	2. Name & Mailing Address of Operator: Lakin Tire West, Inc. 15305 Spring Ave. Santa Fe Springs, CA 90670	3. Name & Mailing Address of Property Owner: Tomy Drissi & Glen Stahmer 7355 E. Slauson Commerce, CA 90040																
4. Specifications: <table style="width: 100%;"> <tr> <td style="width: 30%;">a. Permit Type:</td> <td style="width: 35%;"> <input checked="" type="checkbox"/> Major Waste Tire Facility </td> <td style="width: 35%;"> <input type="checkbox"/> Minor Waste Tire Facility </td> </tr> <tr> <td>b. Permit Action:</td> <td> <input checked="" type="checkbox"/> New Permit <input type="checkbox"/> Permit Revision </td> <td> <input type="checkbox"/> Five (5) Year Permit Renewal </td> </tr> <tr> <td>c. Operational Status:</td> <td> <input checked="" type="checkbox"/> Existing </td> <td> <input type="checkbox"/> Proposed </td> </tr> <tr> <td>d. Maximum Permitted Capacity:</td> <td colspan="2">25,000 Whole Waste Tires/Passenger Tire Equivalents</td> </tr> <tr> <td>e. Permitted Storage Area (acres):</td> <td colspan="2">1.12 acres</td> </tr> </table> <p>The attached permit findings and conditions are integral parts of this permit and supersede the conditions of any previously issued waste tire facility permit and/or exclusion(s).</p>				a. Permit Type:	<input checked="" type="checkbox"/> Major Waste Tire Facility	<input type="checkbox"/> Minor Waste Tire Facility	b. Permit Action:	<input checked="" type="checkbox"/> New Permit <input type="checkbox"/> Permit Revision	<input type="checkbox"/> Five (5) Year Permit Renewal	c. Operational Status:	<input checked="" type="checkbox"/> Existing	<input type="checkbox"/> Proposed	d. Maximum Permitted Capacity:	25,000 Whole Waste Tires/Passenger Tire Equivalents		e. Permitted Storage Area (acres):	1.12 acres	
a. Permit Type:	<input checked="" type="checkbox"/> Major Waste Tire Facility	<input type="checkbox"/> Minor Waste Tire Facility																
b. Permit Action:	<input checked="" type="checkbox"/> New Permit <input type="checkbox"/> Permit Revision	<input type="checkbox"/> Five (5) Year Permit Renewal																
c. Operational Status:	<input checked="" type="checkbox"/> Existing	<input type="checkbox"/> Proposed																
d. Maximum Permitted Capacity:	25,000 Whole Waste Tires/Passenger Tire Equivalents																	
e. Permitted Storage Area (acres):	1.12 acres																	
5. Approval: <div style="border-top: 1px solid black; margin-top: 20px; min-height: 20px;"></div> Approving Officer Signature Ted Rauh, Program Director Waste Compliance and Mitigation Program California Integrated Waste Management Board		6. Enforcement Agency Name and Address: California Integrated Waste Management Board 1001 I Street P.O. Box 4025 Sacramento, CA 95812 Frequency of Inspection by Enforcement Agency: 1 year (12 months)																
7. Date Application Received: <div style="text-align: center;">August 8, 2007</div>		8. Date Application Accepted: <div style="text-align: center;">August 2007</div>																
9. Permit Issued Date: <div style="text-align: center;">November 13, 2007</div>	10. Permit Application Renewal Due Date: <div style="text-align: center;">October 12, 2011</div>		11. Permit Expiration Date: <div style="text-align: center;">November 13, 2012</div>															

WASTE TIRE FACILITY PERMIT

Facility/Permit Number:

19-TI-1534

TPID # 1464957

12. Legal Description of Facility:

Assessor's Parcel Number (APN): 8069 016 013 06 000

13. Findings:

- This permit is consistent with the standards adopted by the California Integrated Waste Management Board (CIWMB) as required by Title 14, California Code of Regulations (CCR), Division 7, Chapter 6.
- The design and operation of the facility is consistent with the Waste Tire Storage and Disposal Standards applicable to a major waste tire facility, pursuant to PRC §42820 et. seq. and implementing regulations found in 14 CCR, Division 7, Chapter 3.
- The CIWMB prepared a Negative Declaration (ND) State Clearinghouse (SCH) # 2007, in compliance with the California Environmental Quality Act (CEQA) and the CEQA guidelines. The ND evaluated for potential environmental impacts associated with the issuance of a major waste tire facility permit and determined that potentially significant impacts will be reduced to less than significant levels upon approval and issuance of the waste tire facility permit. The Board Adopted the ND at the November 13, 2007, Board Meeting.

14. The following documents describe and/or restrict the operation of this facility:

	Date		Date
<input checked="" type="checkbox"/> Permit Application (CIWMB 500)	7/31/07	<input type="checkbox"/> Vector Control Approval	
<input checked="" type="checkbox"/> Operation Plan (CIWMB 501)	7/31/07	<input checked="" type="checkbox"/> Local Fire Authority Requirements	6/20/07
<input checked="" type="checkbox"/> Environmental Information (CIWMB 502)	7/31/07	<input type="checkbox"/> Local & County Ordinances	
<input checked="" type="checkbox"/> Emergency Response Plan (CIWMB 503)	NA	<input checked="" type="checkbox"/> Negative Declaration SCH #	/07
<input checked="" type="checkbox"/> Closure Plan (CIWMB 504)	7/31/07	<input type="checkbox"/> Air Pollution Permits and Variances	
<input checked="" type="checkbox"/> Reduction/Elimination Plan	NA	<input checked="" type="checkbox"/> Lease Agreements - owner & operator	11/27/06
<input checked="" type="checkbox"/> Closure Financial Responsibility Document	7/31/07	<input type="checkbox"/> Contract Agreements	
<input checked="" type="checkbox"/> Operating Liability Document	7/31/07	<input type="checkbox"/> Other (list):	
<input type="checkbox"/> Conditional Use Permit			

15. Conditions:

- The design and operation of this facility shall comply with the applicable Waste Tire Storage and Disposal Standards contained in 14 CCR, Division 7, Chapter 3. The permittee shall also comply with the permitting requirements in 14 CCR, Division 7, Chapter 6.
- In the event of a fire or other emergency that may have potential significant off-site effects, the permittee shall notify the CIWMB within 24 hours.
- Upon presentation of proper credentials the Enforcement Agency, CIWMB staff, or an authorized agent of the CIWMB, shall be allowed to enter the permitted facility during normal operating hours to examine and copy books, papers, records, or memorandum, to take photographs of the tire storage area, and to conduct inspections and investigations pertaining to the facility.
- The permittee shall maintain a copy of the Emergency Response Plan at the facility. At the time of permit issuance, the permittee shall forward a copy of the Emergency Response Plan to the local fire authority. The Emergency Response Plan shall be revised as necessary to reflect any changes in the operations of the waste tire facility or requirements of the local fire authority. All emergency phone numbers shall be updated immediately. The local fire authority and the CIWMB shall be notified of any changes to the plan within 30 days of the revision.
- A copy of this permit shall be posted in a visible location at the facility.

WASTE TIRE FACILITY PERMIT

Facility/Permit Number:

19-TI-1534

TPID # 1464957

15. Conditions: (continued)

- f. Local fire authority and vector control standards, permits or approvals referenced in this permit shall be maintained in force during the term of this permit. In the event any permit or approval is modified during the term of this permit, the permittee shall notify the CIWMB in writing within 30 days of the change and include copies of any renewed or modified permits or approvals. In the event any permit or approval is suspended or revoked, or expires during the term of this permit, the permittee shall notify the CIWMB in writing within 5 working days of the suspension, revocation or expiration, and include copies of the pertinent documents with the notification.
- g. This permit does not release the permittee from their responsibility under any other existing laws, ordinances, regulations, or statutes of other government agencies.
- h. The terms and conditions of this permit may change as a result of a revision of the CIWMB's statutes or regulations.
- i. The permittee must report to the CIWMB the receipt of 10 or more waste or used tires from unregistered haulers to the CIWMB in a manner that is consistent with Title 14 CCR §18461.
- j. CIWMB staff, their designated contractors and representatives, and other affected State and local authorities shall have access to the facility for the purpose of investigating, remediating and/or stabilizing the facility if deemed necessary for the purpose of protecting public health, safety and the environment.
- k. CIWMB staff reserves the right to suspend or modify waste tire receiving and/or storage operations when deemed necessary due to an emergency, a potential health hazard or the creation of a public nuisance, to protect the public health and safety, protect and rehabilitate or enhance the environment, or to mitigate adverse environmental impacts.
- l. Violation of any term or condition of this permit or the Waste Tire Storage and Disposal Standards may result in enforcement action(s) which include but are not limited to the following: issuance of orders (clean up and abatement or cease and desist); penalties (civil, administrative, criminal); and permit revocation or suspension.
- m. The permittee shall obtain written approval from the CIWMB prior to allowing the transport of Tire Derived Product (TDP), as defined by PRC sections §42805.7 and §42950(i), pursuant to Title 14 CCR §18451. Requests for such approval shall include proof of sale. Failure to obtain approval of the transport of the product may result in enforcement action.
- n. Altered tire materials greater than ¼" in size stored on-site are considered waste tires and will count toward the Maximum Permitted Capacity declared on page one of this permit.
- o. The beneficial reuse of waste tires in on-site construction projects must be pre-approved as required by Title 14 CCR §17346(f).
- p. The permittee shall only give, contract, or arrange with California registered used and waste tire haulers to transport waste tires or tire pieces (greater than 1/4") away from the facility, unless the hauler is exempt as specified in PRC §42954, or the CIWMB has granted written approval to the permittee or the hauler.
- q. This permit has been issued to the operator for the waste tire facility located at 15055 Spring Ave., Santa Fe Spring, CA and is not transferable to any other location (PRC §42808).
- r. Prior to initiating closure of this facility, the permittee shall notify and obtain written approval from the CIWMB of the proposed final destination sites, where the tires are planned to be taken (14 CCR §§18440 & 18441).
- s. The permittee shall submit an updated Closure Plan (Part B), CIWMB form 504, as specified in 14 CCR, Division 7, Chapter 6, §18442, at least 120 days prior to the anticipated closure of the facility.
- t. The permittee shall maintain adequate financial assurance in accordance with the closure requirements of 14 CCR, Division 7, Chapter 6, Article 9 and operating liability in accordance with the requirements of 14 CCR, Division 7, Chapter 6, Article 10.